



FURTHER ALONG THE PATH

Public Accounts Committee

Status of Department of Transport's actions to address the Public Accounts Committee recommendations

The [*WA Bike Network \('WABN'\) Plan 2014-2031*](#) was released in March 2014 and set the ambitious target to double bicycle trips in WA by 2019. 18 months later, in October 2015, the Auditor General's [*Safe and Viable Cycling in the Perth Metropolitan Area*](#) report was prepared to review and assess the performance of the Department of Transport (DoT) and Main Roads WA (MRWA) in advancing towards the objectives of the WABN Plan. The report identified several initiatives for DoT and MRWA to address.

To track progress of these initiatives, the Public Accounts Committee released its [*Further Along the Path*](#) report in November 2018, which made eight recommendations to address the issues identified in the Auditor General's report. DoT's response to each of these recommendations is outlined below.

Recommendation 1

The Government, through the Minister for Transport, should direct public sector agencies' attention to the initiative shown by DoT in publishing (and maintaining) a status update on its response to the recommendations contained in the Auditor General's 2015 report *Safe and Viable Cycling in the Metropolitan Area*.

Response:

DoT will provide a briefing to the Minister for Transport to consider appropriate mechanisms to inform other public sector agencies on the request from the Public Accounts Committee.

Recommendation 2

To further enhance the level of transparency and accountability around the Western Australian Bicycle Network Plan 2014-2031, DoT should report the current status of each retrofit Principal Shared Path (PSP) project against its original cost estimate and construction time frame every time it updates its PSP network implementation schedule.

Response:

DoT agrees to update its documentation to reflect forecast cost estimates and time frames of each PSP retrofitting project on its work program whenever it updates the PSP network implementation schedule. Forecast cost estimates will be provided at completion of PSP concept design phase only. Cost estimates will then be updated once 100% designs have been completed.



Recommendation 3

DoT should demonstrate consistent adherence to all Strategic Asset Management Framework policies when preparing future funding requirements linked to the Western Australian Bicycle Network Plan 2014-2031.

In particular, DoT should ensure it develops business cases for all PSP projects that are yet to have funding committed.

Response:

DoT will adhere to all Strategic Asset Management Framework policies when preparing future funding requirements linked to the Western Australian Bicycle Network Plan 2014-2031.

The Western Australian Bicycle Network Plan 2014-2031 identified PSP projects within 15km of the CBD, and DoT has prioritised these projects according to multi-criteria analysis. The key PSP retrofit projects have been identified up to 2022-2023.

DoT is currently undertaking a gap analysis and prioritisation exercise to inform the funding and staging of the PSP Expansion Program from 2022-2031. DoT will use this information to develop business cases for PSP expansion projects that are yet to have funding committed, specifically those to be prioritised from 2023 onwards.

Recommendation 4

DoT should publish the estimated cost of completing the PSP network across the 2022-2031 time frame as soon as its current feasibility assessment on this portion of the network is complete.

Response:

DoT is currently undertaking a gap analysis and prioritisation exercise to inform the funding and staging of the PSP Program from 2022-2031.

Following this gap analysis and prioritisation work being completed in 2019, DoT will work closely with MRWA to develop the funding and works programs. Project development and design work will be staged according to prioritisation recommendations and related forecast cost estimates provided as they become available as part of the roll out of the program. Cost estimates will be formally published as the design work and required cost estimation detail becomes available.

Recommendation 5

DoT should increase its level of engagement with universities across Western Australia to develop innovative solutions that seek to address the challenge of collecting and analysing data associated with cycling participation and network use.

Response:

DoT works closely with WA universities, collaborative research bodies and national researchers such as Curtin University, Curtin - Monash Accident Research Centre and the Planning and Transport Research Centre which is a collaboration amongst the University of Western Australia (UWA), Curtin University, Edith Cowan University, DoT, MRWA and Western Australian Planning Commission, in regards to research and statistics around cycling, cycling participation and network use.

DoT recently completed an international cycling and walking participation literature review to consider how other jurisdictions undertake cycling and/or walking participation surveys and the methods they use to collect the data.

DoT has recently commissioned a big data trial. Part of the trial is to determine if active transport data is currently available, and if it can be used for network planning. This project includes discussions with Curtin University and involves a UWA PhD student seconded to the project team.



DoT will continue to work closely with universities, local governments, MRWA, private industry, workplaces, places of education and community groups on initiatives associated with gathering cycling participation and cycling network data.

It will also contact ECU researchers identified by the Public Accounts Committee.

Recommendation 6

DoT should exercise greater leverage over local government authorities when approving Perth Bicycle Network and Regional Bicycle Network grants, and grants under the State Road Funds to Local Government Agreement, to ensure that cycle paths are built (and are able to be maintained) to a consistently high standard, and to achieve other objectives outlined in the Western Australian Bicycle Network Plan 2014-2031.

Response:

The Perth Bicycle Network and Regional Bicycle Network grant assessment process is a robust process with participation from external stakeholders including WALGA, WestCycle and the RAC, as well as other State Government agencies. It uses a clearly defined multi-criteria assessment process that prioritises high standards, strategic cycling network improvements and alignment to the objectives within the WABN Plan. If applications do not meet these objectives, they are not recommended for funding. The process is reviewed and improved annually following feedback from key stakeholders to improve equity and transparency. Recent improvements to the grant process, now also puts more responsibility on the local governments to activate and encourage use of the new infrastructure and to evaluate (where appropriate) its use.

Local cycling infrastructure is owned and maintained by the respective local

government authorities. DoT and MRWA work closely with local government to maintain and continue to develop their networks.

Recommendation 7

DoT and MRWA should build their capacity to provide local government authorities with detailed guidance to inform the planning, design and maintenance of cycling infrastructure in local communities. This guidance should be based on best practice advice and should be provided with the goal of building a network of high quality, consistent and easily-recognised cycle paths, irrespective of location.

Response:

There are currently a number of guidelines and standards available to assist local governments in the planning, design and maintenance of cycling infrastructure, including Austroads Guidelines, Australian and Main Roads Standards and draft shared path guidelines.

DoT and MRWA provide local government officers such as local planners and engineers with advice regarding network planning, route selection, appropriate treatments for cycling infrastructure specific to the context of an area. Where current guidelines or standards are not applicable or achievable, DoT and MRWA work with local government to solve complex scenarios.

DoT also undertakes demonstration projects, such as the Safe Active Streets program, to highlight world's best practice approaches to planning and design.

DoT has long facilitated an online hazard reporting tool on its website which facilitates users of the network to be able to report maintenance issues and hazards to their respective local government. In addition to this, DoT is currently developing a Cycling Incident Reporting Facility which



will provide users the opportunity to provide additional feedback from both a cyclist and pedestrian perspective to local governments as to incidents or near misses and possible improvements to their assets.

To support a high quality, connected and legible network of paths, DoT is currently developing the WA Cycling Design Guidelines suite which will provide guidance on the design of shared and separated paths, protected and unprotected bicycle lanes, safe active streets and wayfinding. Guidance is also being developed to help practitioners better accommodate cyclists in local area traffic management schemes.

Once complete, it is anticipated that training on the guidelines will be offered to local government and other practitioners involved in the planning, design and construction of cycling infrastructure in WA.

DoT is working collaboratively with 33 local governments in the Perth metropolitan area and all large regional centres in WA to develop long-term aspirational cycle networks for their respective areas. Cross-border continuity is a key focus to ensure a network-wide approach is taken into consideration.

Recommendation 8

DoT should expedite the development of a knowledge database detailing the condition of the entire network of cycle paths in the Perth metropolitan area, and work with responsible local governments to address deficient sections.

Response:

Local cycling infrastructure is owned and maintained by the respective local government authorities and DoT works closely with local government to maintain and continue to develop their networks.

Part of the work being undertaken by DoT to develop the long-term cycle network identifies the existing network of paths, including those that are substandard. This will inform the local governments where substandard facilities are located and assist them in planning potential upgrades.

MRWA has an existing database which tracks maintenance and upgrading of the State-owned cycling network. The WA cycling network is monitored on a regular basis and remedial works or upgrades are undertaken as required.

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